

Attachment

Parking Fees

25X1

1. There are several factors which make the imposition of park-

[Redacted]

2. Three different and varying explanations with respect to the purpose and/or determination of fees have been suggested:

a. The purpose of parking fees is to force greater use of car pools and public transportation and has little relationship to other parking arrangements in the area or to the cost to the government of providing free parking.

b. The rates for parking on government property are related to commercial parking which serves the area in question.

c. The rates are related to the direct cost to the government of providing parking, specifically that portion of the SLUC fee associated with maintaining the parking lot.

3. The difficulty with the data that has been provided with respect to each of these possibilities is summarized below:

Force Greater Use of Car Pools and Public Transportation

If this is the official rationale, the exemption of anyone from pay parking appears capricious and discriminatory. For instance, who is to say that the imposition of a standard fee on all CIA employees regardless of location would not accomplish more toward forcing car pooling and use of public transportation than a higher fee on a much smaller percentage of employees.



25X1

Related to SLUC Fees

It has been suggested that the SLUC charges are the basis for calculation of parking fees. While this may be so, an analysis of this premise yields an even more incomprehensible answer to [redacted] employee. It is our understanding that parking lot associated SLUC fees for [redacted] and Headquarters are as follows:

25X1

Annual Charge Per Square Foot

	FY 79	FY 80
[redacted]	\$1.20	\$1.47
Headquarters	\$ .20 <sup>22</sup>	.40 <sup>46</sup>

4. While this wide disparity may in fact be the basis for no parking fees at Headquarters and the \$16.50/\$33.00 per month fee at [redacted] it cannot help but raise the question of fairness in the minds of employees [redacted] This is exacerbated by the fact that there is currently significant parking lot repair underway at Headquarters while the [redacted] lot remains neglected.

25X1

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SUBJECT: (Optional)

Paid-Parking Program

FROM: James H. McDonald  
Director of Logistics

EXTENSION

NO.

OL 9-4488

DATE 28 OCT 1979

25X1

TO: (Officer designation, room number, and building)

DATE

OFFICER'S  
INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

1. Acting DDA  
7D 24, Headquarters

Danny

For your information,  
attached is an article from  
the 6 Oct 1979 Washington  
Post on parking and the  
results of our rate survey  
used to support our paper  
to the DDCI.

1st Jm

James H. McDonald  
Director of Logistics

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CPYRGHT

# GSA Puts U.S. Workers Into Real Parking World

By Kenneth Bredemeler  
Washington Post Staff Writer

Thousands of federal workers who now park near their Washington offices for free or at a nominal cost will have to start paying from \$22.50 to \$40 a month for the same parking spot Nov. 1 under President Carter's plan to promote energy conservation.

While the financial bite will be steep for many workers, they still will be paying only half of what the General Services Administration considers to be the going commercial rates at nearby privately owned lots.

But federal workers will feel the full impact of Carter's directive starting Oct. 1, 1981, when the GSA will charge the same rates for Federal lots as those imposed at nearby commercial lots, as much as \$80 a month and possibly more.

Carter last April ordered the controversial new parking fees at government lots throughout the country as a means of promoting energy conservation, improving the nation's air quality and reducing traffic congestion.

But it was not until this week that GSA announced the rates that it will charge here and elsewhere. In the Washington area, the new charges will be imposed on about 55,000 parking spaces, with the government expecting to reap \$17 million to \$20 million in extra revenue each year. Nationally, the government expects to

collect between \$35 million and \$40 million annually.

In the commuter-oriented Washington area, the government has predicted that the extra parking charges will help increase use of mass transit, eliminate 100,000 miles of daily car travel and save 6,000 gallons of gasoline.

The GSA rates only apply at federal agencies, not at the White House and on Capitol Hill. But GSA recommended rates for parking near the White House and some workers there probably will have the dubious distinction of paying the highest federal rate in the Washington area—\$40 a month—for the next two years.

A White House spokeswoman said officials are studying the GSA rate recommendations and likely will adopt at least the minimum rate suggestion. The \$40 rate would apply for 270 parking spaces in the Executive Office Building. A government lot at 1800 G St. NW is the only other Washington lot that will charge as much.

Workers on Capitol Hill, who now park free, almost certainly will escape paying any parking fees for a while longer. A bill sponsored by Sens. Charles H. Percy (R-Ill.) and David B. Durenberger (R-Minn.) would impose parking charges on the Hill, but has yet to be marked up by a committee.

D.C. Mayor Marlon Barry, Metro, and the Metropolitan Washington

See PARKING, C8, Col. 1

C8 THE WASHINGTON POST  
Saturday, October 6, 1979

CPYRGHT  
T

## U.S. Employees Being Put in Real Parking World

PARKING, From C1

Council of Governments have all supported imposing the parking charges on Capitol Hill and elsewhere, but the National Association of Government Employees and the American Federation of Government Employees have voiced opposition.

Under the GSA rate schedule, outdoor parking spots will cost \$2.50 less a month for the next two years, \$5 less thereafter, than nearby indoor parking spaces at the same agency. The plan calls for free parking for handicapped workers and vans carrying at least nine persons. Private cars carrying at least two persons will be assigned priority spaces, but the workers will still have to pay the full levy.

Workers in the main Interior and Energy Department buildings will have to shell out \$35 a month for inside parking spaces, while those at the FBI headquarters will pay \$32.50. A \$30 monthly charge will be assessed at the main Labor, Justice, Housing and Urban Development, Transportation, Commerce and Health, Education and Welfare department buildings. The rate will be \$27.50 at the Agriculture and State departments, \$10 at the Pentagon.

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# The Federal Diary

By Mike Causey

## Carter Headache: Parking Space Flap

President Carter, the nation's best-known supervisor, is learning some interesting things about the sensitivity of the Washington portion of his far-flung federal bureaucracy. Things he has learned:

- He can cut their pay raises and survive.
- He can call bureaucrats names without risking impeachment.
- He can take the "E" out of HEW.
- He can question their pension program.
- He can reorganize them dizzy.
- But he runs into trouble when he starts messing with their parking spaces.

Beginning Nov. 1, presidentially-ordered free federal parking ends here and in other government centers, from Alaska to Key West. And the people here—20,000 drivers and many more federal riders—are flipping out.

Petitions protesting paid parking, some with several thousand signatures, have been sent to newspapers, radio-TV stations and the White House. Lawsuits testing the legality of charging federal workers to park on federal property are being drafted. Charity boycotts have been organized to protest the new rates that will start off between \$10 and \$45 per month and then, in two years, reach regular commercial fees.

Even the director of the Central Intelligence Agency, an Annapolis colleague of the president, felt compelled to ask for an exemption from paid parking for his people, on grounds that the CIA is remote and hard to reach by bus. He got the exemption, but most other freebie parking will end Nov. 1.

The emotion (and reasoning) behind the parking protest has surprised many, and infuriated some. It has angered federal workers who say it is another anti-bureaucrat blast from the White House, a move that will doom some car pools and cut into the pocketbooks of lower-paid civil servants.

The nonfederal sector of this federal city will all say they pay anywhere from \$30 to \$90 per month for the dubious honor of handing over their cars to parking lot attendants whose judgment, and depth-perception, often leave much to be desired. So welcome to the real world, say the pro-paid parking people.

Whichever side of the fence you may be on, it is safe to say the parking flap has generated more noise, heat and anger than anything Carter has done to, or for, the bureaucracy, since he walked up Pennsylvania avenue from the Capitol swearing in.

There were protests here, to be sure, when Carter set a 5.5 percent limit (later raised to 7 percent) on federal pay raises. But that was nothing to compare to the parking uproar.

Boycotts of the Combined Federal Campaign have been organized at HEW, Navy (the town's two biggest employers) and other federal agencies. Most of the uproar is coming from workers in suburban areas where transportation by car often is a must, and local commercial parking is non-existent.

Friday the protest will come to the White House. By chartered bus, by federal workers taking a half day of vacation. Two groups—both from suburban Maryland—have been issued picketing permits by the U.S. Park Police. They plan to bring 700 people to picket the president over paid parking.

The Free Parking Underground at one local Navy installation hopes to organize a road-jammer Nov. 1. It is encouraging all drivers to show up with a \$20 bill to pay their new 65-cents-per-day-rate.

Government drivers and car pool members say the paid parking is unfair in a city where public transportation leaves much to be desired. They claim it will wreck car pools (especially as agencies experiment with varying hours shifts). And they predict that residential areas will be overrun with people who drive partway and take the bus, or simply to avoid paying for parking. Many claim that expensive, new bureaucracies already are springing up in government to handle parking fees, assign and stickers.

Central Intelligence Agency says it did not—as reported here yesterday—get exempted from paid parking because of its suburban (Langley, Va.) location. CIA did get exempted. But that was because comparable commercial rates in McLean were below the President's minimum guidelines for parking charges. CIA workers in Arlington and elsewhere will pay for parking.

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9-1  
Executive Registry

79-4990/1

DDA -79-~~2222~~71293/7

11 October 1979

MEMORANDUM FOR: Deputy Director of Central Intelligence

FROM: Don I. Wortman  
Deputy Director for Administration

SUBJECT: Parking Fees

REFERENCE: Memo dtd 5 Oct 79 to DDCI fr DD/NFAC,  
same subj (ER 79-4990)

John Hicks' idea of charging an average fee to each employee using an Agency parking space has a lot of appeal in terms of equity within this Agency. However, it would be in direct opposition to the theory underlying current government policy and that is to charge the highest fees in the heart of the city where public transportation alternatives are most readily available. It would undermine the objective of getting automobile transportation drastically reduced in the center of the city. If we were to move to such a policy, we would get our wrists slapped pronto.

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DON I. WORTMAN

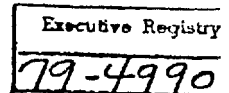
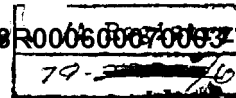
cc: DD/NFAC

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5 October 1979

NOTE FOR: Deputy Director of Central Intelligence

FROM: John J. Hicks  
Deputy Director, NFAC

SUBJECT: Parking Fees

*Frank*

I suggest to you that we should consider charging an average fee to each person who uses an Agency parking space, wherever located.

This would mean that persons located at Headquarters (and other suburban locations) would carry some of the burden of the higher costs of parking spaces in D.C. and Rosslyn locations. Those higher costs, however, would then be spread over a large number of persons. I suggest that DD/A should be able to give a close estimate on the effect of such averaging and sharing.



John J. Hicks

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22 October 1979

MEMORANDUM FOR: Director of Logistics

FROM:

Chief, Administrative Staff

SUBJECT: Federal Paid-Parking Program

REFERENCE: Memo dtd 11 Oct 1979, same subject,  
from Acting Director of Logistics

1. The GSA-obtained parking spaces at 1000 Glebe Road, Arlington, Virginia, are utilized for Visitor Parking. Individuals parking at the facility pay rental fees directly to the Building Management.

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OTS/LOGS M79-102

11 October 1979

MEMORANDUM FOR: Chief, OTS, Budget and Finance

FROM:

[redacted]  
Chief, OTS, Logistics

SUBJECT: Parking Coupons for Paid Parking in  
OTS Complex

Attached are [redacted] parking coupons which were received from  
[redacted] AEO/Office of Logistics. The coupons  
cover the months of November and December 1979 and January  
1980. For audit trail purposes please acknowledge receipt  
in the lower left hand corner of this memorandum and advise  
[redacted] in O/Fin accordingly.

[redacted]

Receipt Acknowledge for [redacted]  
Parking Coupons

Dist: Orig Addressee

1 OL/AEO [redacted]  
1 OTS/LOGS Parking file  
1 OTS/LOGS Chrono

11 OCT 1979

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OTS/LOGS M79-102

11 October 1979

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SUBJECT: Parking Coupons for Paid Parking in  
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cover the months of November and December 1979 and January  
1980. For audit trail purposes please acknowledge receipt  
in the lower left hand corner of this memorandum and advise

[redacted] in O/Fin accordingly.

Receipt Acknowledge for [redacted]  
Parking Coupons

Dist: Orig Addressee

1 OL/AEO [redacted]  
1 OTS/LOGS Parking file  
1 OTS/LOGS Chrono

11 OCT  
1979

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Administration Buildings Service Washington, DC 20405

OCT 5 1979

Mr. James H. McDonald  
Director of Logistics  
Central Intelligence Agency  
Washington, DC 20505

Dear Mr. McDonald:

The Administrator has asked me to respond to your letter of September 25 concerning parking rates to be assigned Federal employees using Government controlled facilities.

The monthly rate for FY 1980 for the East, South, and Central Buildings located at 2430 E Street NW, Washington, DC is \$40.

In accordance with the Office of Management and Budget Circular A-118, the rate will be 50 percent of this amount from November 1, 1979, through the balance of FY 1980. On July 1 of each year, the General Services Administration (GSA) will furnish each agency a printout listing the monthly parking charge for the next fiscal year at each GSA-controlled facility where the rate per space exceeds \$10.

We have discussed with officials of our National Capital Region the matter of employee parking charges [redacted] They agree with your interpretation that these facilities should be exempt. We recommend, however, that you encourage car pooling to the greatest extent feasible, in accordance with Paragraph 5f of the OMB Circular A-118.

If I can be of further assistance, please let me know.

*LOYD N. SHIPP, JR.*

LOYD N. SHIPP, JR.  
Assistant Commissioner  
for Space Management

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## ROUTING AND RECORD SHEET

SUBJECT: (Optional)

Proposed Headquarters Notice - Paid Parking

FROM:

Acting Director of Logistics

EXTENSION

NO.

DATE

4 OCT 1979

TO: (Officer designation, room number, and building)

DATE

RECEIVED

FORWARDED

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

1. DDA  
7D24, Headquarters

2.

3.

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14.

15.

Don:

The attached Headquarters Notice established a frame of reference within the Agency for implementation of the paid-parking program. In essence, it is the first official word on the subject from the Agency to our employees.

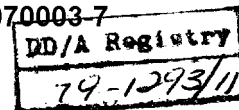
The implementation is consistent with what other agencies are doing. We have specifically checked our procedures with the Pentagon. Key issues in the Notice are:

1. A flat rate system is established for each facility irrespective of location or desirability of a parking space
2. Fees will be collected on a monthly basis, with no allowance for refunds for partial use.
3. Personnel normally utilizing a carpool or public transport will be permitted to park free on an occasional day when they must bring in their own vehicle for personal use.

This last item is an exception from the procedure followed at the Pentagon, where they have a day-lot setup on a fee basis. All three rules above are established to minimize the administrative burden associated with the program.

Acting Director of Logistics

Atts



3 OCT 79

MEMORANDUM FOR: Executive Officer to the DDA  
ATTENTION: Chief, Regulations Control Division, ISS/DDA  
FROM: [REDACTED]  
Acting Director of Logistics  
SUBJECT: Proposed Headquarters Notice -  
Paid Parking

It is requested that the attached proposed Headquarters  
Notice on Paid Parking be published. If you have any ques-  
tions, please contact [REDACTED]

Att

cc: EO/DDA  
D/Fin

Distribution:

- Orig - RCB/ISS/DDA, w/att
- 1 - OL/P&PS Official, w/att
- 1 - OL Files, w/att
- 1 - EO/OL, w/att
- 1 - D/L Chrono, w/att
- 1 - EO/OL Chrono, w/att

EO/OL [REDACTED] (3 Oct 79)

OL 9 4147